

President's Message by Major General Don T. Riley, President, U.S. Section, and Director of Civil Works, U.S. Army Corps of Engineers

Dear Members,

Challenges faced by the world are many when dealing with water resources and infrastructure. With population growth, the development of maritime technologies, and a growing global market for goods and services, pressure will continue to increase on the world's ports, harbors, maritime transportation systems, and inland waterways. Meeting these needs promises to be as important in this century as it was in the last.



MG Riley.

PIANC USA is helping the Nation meet the challenge, playing a strategic role in providing secure, economically viable, and environmentally sustainable navigation systems in a world of increasingly scarce water resources.

Navigation System Maintenance and Improvement. PIANC USA works closely with maritime users and other stakeholders to ensure safe and reliable locks and dams, navigation channels, and other measures to support the economy and enhance national security, while we protect and restore habitat.

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Individual members and member firms make significant contributions through their involvement to the planning, design, and construction of new and improved navigation systems across the Nation. Our members also engage nationally and abroad in commissions, congresses, annual general assemblies, specialty technical seminars, and workgroups to explore navigation topics and develop technical publications on navigation systems. Information produced by PIANC and its members describes the latest methods and technologies researched, developed, and applied during work on our waterways.

Port and Harbor Growth. Efficient transportation depends on connections between roads, rails, and water. In order to move waterborne cargo quickly to or from the hinterlands, trucks and railroads need to have clear access to ports. At some ports, the weakest link in their logistics chain is at their back doors, where congested roadways or inadequate rail connections to marine terminals cause delays and raise transportation costs. Bottlenecks also occur when navigation channels are not deep enough for ships to dock at berths. Unless ports and waterways are dredged, goods cannot move in the quickest, most cost-effective way through the intermodal transportation chain.

We can have smart growth and sustainable development of our waterways and landside facilities. This requires good planning, effective partnering, outstanding engineering, and sufficient funding. PIANC USA is partnering with the American Society of Civil Engineers, Coasts, Oceans, Ports, and Rivers Institute (ASCE-COPRI) to host PORTS 2007, March 25-28, 2007, in San Diego, California. This program will offer an all-encompassing array of professional/technical papers pertinent to the progress of port and harbor facilities development. I expect these papers will address the complex, innovative, and state-of-the-art technical aspects of planning, design, construction, maintenance, and operations of port and harbor facilities worldwide. A diverse group of attendees involved in successful development and operation

of port and harbor facilities will attend this conference; hear these papers; exchange ideas; debate points of view; discuss case studies, methods, procedures, standards, and techniques; and share experiences, innovative solutions, knowledge, and lessons learned.

International Partnerships. The world has become increasingly interrelated as improved telecommunications and reliable transportation networks continue to transform access to markets, information exchange, and economic growth. Working together as an inter-American community, we can ensure that our water transportation system continues to be our connection to each other and our trade window to the world, while keeping our economies strong and preserving our natural treasures, rivers, and estuaries for generations to come.

PIANC International supports sharing navigation information within the region. This goal was expressed through its 2005 Resolution, “PIANC for the Americas,” which outlined three areas of support:

- Assistance in developing innovative and sustainable solutions to enhance development of harbors and waterways.
- Mutual cooperation to ensure safe and secure operation of navigation infrastructure.
- Development of mechanisms and agreements that transfer technological assistance, training, and research.

PIANC USA is promoting cooperation within the region through its partnerships with the American Association of Port Authorities, and now with the Inter-American Committee on Ports. PIANC USA recognizes the unique role of the Inter-American Committee on Ports to provide leadership to governments, ports, and industry groups throughout the Americas on navigation in the region.

PIANC USA strategically advances these imperatives through increased membership, supporting its young professionals, expanding international relations, and partnering with other organizations. Through these actions, we will continue to provide innovative technology transfer and open new opportunities that strengthen our organization and create greater prosperity for our Nation.

Sincerely,

Major General Don T. Riley
President, U.S. Section, and Director of Civil
Works, U.S. Army Corps of Engineers

PIANC NEWS

Mark Your Calendar: PIANC U.S. Section Annual Meeting 2007

by Kelly Barnes

Join us in sunny, warm San Diego for PIANC USA's annual meeting to be held on Tuesday, March 27, 2007, at the La Costa Resort in conjunction with the Ports 2007 Conference (March 25-28, 2007, www.portsconference.org). Even if you do not plan to attend the Ports Conference, we encourage you to join us for a full day of activities planned for PIANC members, all set against the backdrop of La Costa Resort, one of the foremost convention facilities in Southern California.

PIANC will hold a general membership meeting in the morning and technical presentations in the afternoon. PIANC USA Commissioners and members will gather together to discuss important issues of concern to the association, as well as hear presentations about the hottest topics concerning worldwide trends and challenges in port and waterway development and management.

Lunch will be held in the Ports conference exhibit hall, giving you the chance to view the showcase of companies who provide goods and

services to the ports and harbors industry. Take advantage of the time to discover exciting new developments in the field while networking with industry colleagues.



La Costa Resort lobby.

Later that evening, you will also have the option to purchase a ticket to join fellow PIANC and COPRI/ASCE members aboard the U.S.S. Midway for a gala dinner. The U.S.S. Midway sits in the San Diego Bay and is the longest serving aircraft carrier in U.S. Navy history. Located in downtown San Diego at Navy Pier, Midway provides a dynamic and enriching experience "from broiler to bridge". Besides the ship itself, the Midway Museum contains numerous restored airplanes, jets, helicopters, and flight simulators. Dinner will be served on the flight deck with the dramatic lights of downtown San Diego in the background and stellar views of San Diego Bay on all sides.



San Diego skyline from Point Loma.

Arrive a day early on Monday, March 26, 2007, to hear PIANC USA President, MG Don T. Riley, speak as the Ports conference key-note luncheon speaker. MG Riley, Director of Civil Works for the U.S. Army Corps of Engineers (USACE), will speak on the latest developments from the USACE regarding Hurricane Katrina recovery and other developments.

If you reside in a cold climate, plan to stay a few days to soak up the sun and make full use of the amenities La Costa Resort and San Diego have to offer. Nestled within 400 garden acres, La Costa is home to two PGA Championship golf courses, seventeen clay and hard tennis courts, four swimming pools, spa, and a state-of-the-art fitness center. Bring your entire family for a fun-filled vacation and explore the world famous San Diego Zoo and Wild Animal Park, Sea World, and Legoland. Other cultural amenities include the 1,200 acre Balboa Park, village of La Jolla, downtown Gas Lamp Quarter, and the nearby Mexican city of Tijuana.



Golf course at La Costa Resort.

Look for more information and registration materials on the PIANC USA website (www.pianc.us) and via e-mail announcements. For questions, please contact Kelly Barnes at (703) 428-9090 or Kelly.J.Barnes@usace.army.mil. See you in San Diego!



Kelly Barnes is an Intergovernmental Program Specialist at the Corps of Engineers' Institute for Water Resources, Fort Belvoir, Virginia. She provides program management and support to PIANC.

Prior to this, Kelly served as the Director of the Coasts, Oceans, Ports, and Rivers Institute (COPRI) of the American Society of Civil Engineers. She is a member of the American Society of Association Executives.

Spotlight Your Company at Ports

2007 by Matthew Martinez, Blaylock Engineering Group, Ports 2007 Conference Chairman

PIANC and its partner, the Coasts, Oceans, Ports and Rivers Institute (COPRI) of the American Society of Civil Engineers (ASCE), would like to invite your company to exhibit at the **Ports 2007 Conference**. Ports 2007 is the 11th in a series of international port and harbor development specialty conferences. The conference will be held March 25-28, 2007 in San Diego, California, and will provide an international forum for the exchange of information among engineers, port and harbor facility management, contractors, consultants, government agencies, academics, and private industry companies.

We anticipate **over 700 attendees** from federal, state, and local government agencies, private firms, and universities throughout the U.S. and abroad. If your organization provides goods and/or services to the ports and harbors industry, then exhibiting at this conference is an excellent opportunity to develop new customers and industry contacts.

Promote your organization's products and services to:

- Engineers
- Port and Harbor Facility Management
- Contractors and Consulting Firms

- Private Industry and Universities
- Government Agencies

Exhibit Hours (Morning Breaks & Afternoon Breaks will be held in Exhibit Hall):

Sunday, March 25, 2007:

- 6:00 PM – 8:00 PM (Welcome Reception in Exhibit Hall)

Monday, March 26, 2007:

- 9:30 AM – 12:00 PM
- 2:00 PM – 4:00 PM
- 6:00 PM – 8:00 PM

Tuesday, March 27, 2007:

- 9:30 AM – 11:00 AM
- 12:00 PM – 4:00 PM (Lunch in Exhibit Hall)

We are confident that Ports 2007 will provide you with valuable advertising and marketing opportunities. For more information on exhibiting at this conference visit the conference website at www.portsconference.org. Contact Lesa Rair at 703-295-6370 or lrair@asce.org to confirm your participation. We look forward to your response.



Matthew Martinez is a registered Civil Structural Engineer and Principal with Blaylock Engineering Group (BEG). BEG is a nationally-known firm based in San Diego, California, that specializes in above- and below-water inspection and rehabilitation of marine waterfront facilities worldwide.

Looking for Quality Technical Workshops?

Are you looking for exceptional continuing education courses to fulfill the increasing demand for professional development or licensure requirements? Look no further - the following technical workshops will be held as part of the *Ports 2007 Conference*, March 25-28, 2007, in San Diego, California. Professional Development Hours (PDHs) will be offered for attendance. For more information, visit the Ports 2007 conference website at www.portsconference.org.

Vessel Berthing & Mooring

Sunday, March 25, 2007 (8:00 AM – 5:30 PM)
Instructors: John Gaythwaite and Martin Eskijian
8.5 PDHs
PIANC/COPRI Member \$200 / Non-Member \$225
PIANC/COPRI Member including book \$280 /
Non-Member including book \$305

This 1-day short course will provide attendees with an introduction to the determination of vessel berthing and mooring requirements and the forces they impose on fixed structures such as piers and wharves, including offshore terminals, but not including chain and anchor type free swinging or spread moorings. The course is focused on giving civil/structural engineers necessary background information for designing and evaluating berthing and mooring structures. Those registering for the course will have the option to purchase at a reduced rate the highly acclaimed *Design of Marine Facilities for the Berthing, Mooring, and Repair of Vessels, 2nd Edition* (Gaythwaite 2004, ASCE Press), normally available for sale at \$159.00!

Geotextile Tubes for Dredged Material Dewatering

Sunday, March 25, 2007 (8:00 AM – 12:00 PM)
Instructor: Doug Gaffney
4 PDHs
PIANC/COPRI Member \$100 / Non-Member \$125

The purpose of this half-day course is to familiarize professionals in the dredging industry with the design and use of geotextile tubes. Attendees will learn about how tubes are fabricated and how to apply them to a dredging project. Typical calculations and practical design considerations will be covered. Case histories will be presented that show both successes and failures.

Coastal Hazard Analysis and Mapping

Sunday, March 25, 2007 (1:00 PM – 5:00 PM)

Instructor: Darryl Hatheway

4 PDHs

PIANC/COPRI Member \$100 / Non-Member \$125

This half-day course has been developed to provide a review of existing guidance related to Federal Emergency and Management Agency (FEMA) criteria for analyzing and mapping coastal hazards for the National Flood Insurance Program (NFIP). The course will discuss methods and procedures to revise or update a community Digital Flood Insurance Rate Map (DFIRM) to reflect the current conditions, and determine site or facility risks to coastal flooding and waves. Specific discussion will be included on the FEMA adopted procedures and evaluation criteria developed by the U.S. Army Corps of Engineers' Coastal Engineering Research Center (CERC) and published in the 2003 FEMA coastal hazard guidance document and CERC Technical Report-89-15. Additional clarification will be provided on how this information is used to revise or update the coastal hazard information depicted on DFIRMs to recognize proposed and existing coastal structural improvements to port and harbor facilities designed to mitigate flood and wave impacts.

2007 DePaepe-Willems Award Winning Paper – U.S. Section

by Edmond Russo

Kenneth Connell, a member of the Coastal and Hydraulics Laboratory, U.S. Army Engineer Research and Development Center, is the 2007 winner of the PIANC USA DePaepe-Willems

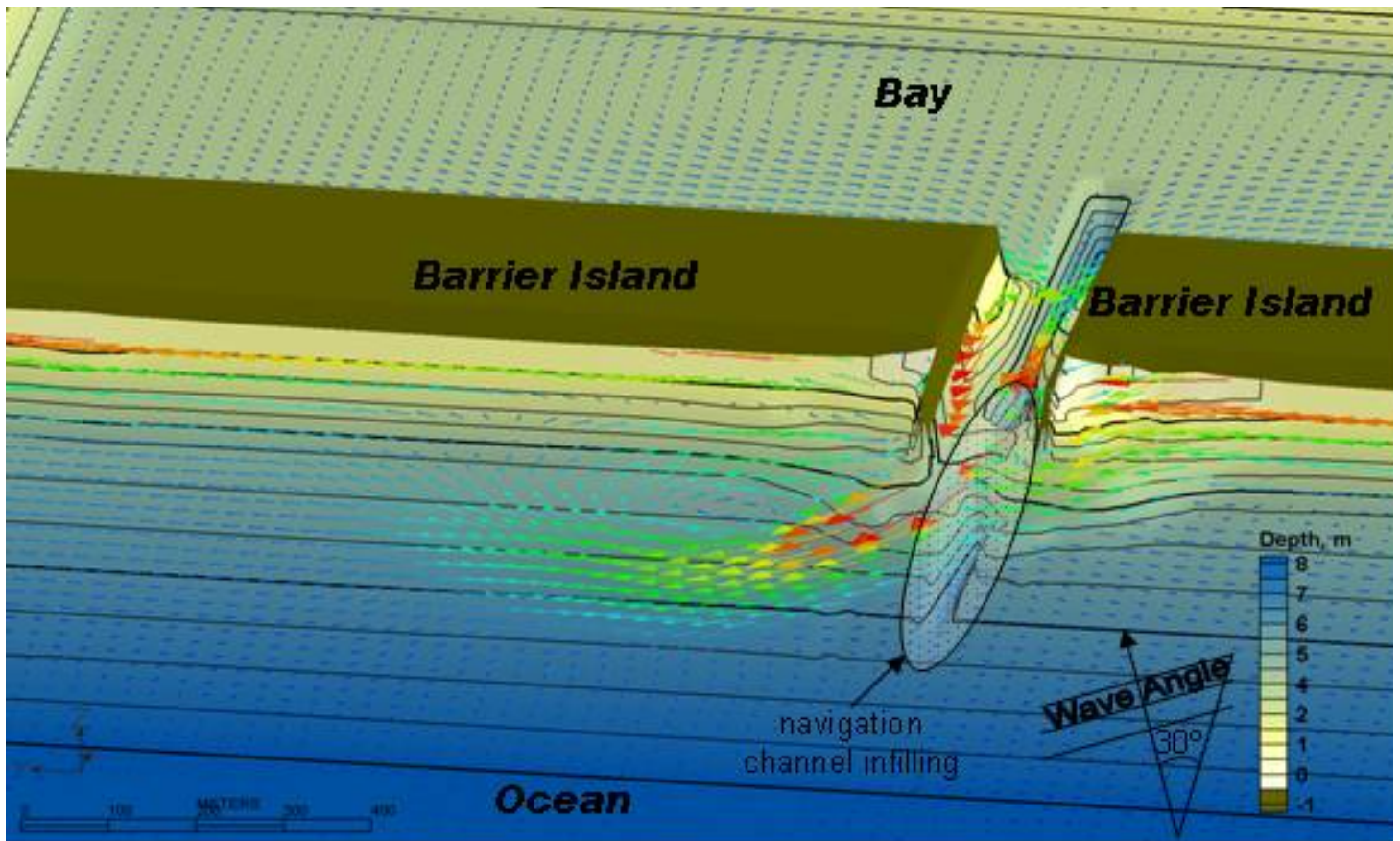
Award Contest. His paper is entitled "Modeling Navigation Channel Infilling and Migration at Tidal Inlets: Sensitivity to Waves and Tidal Prism," and was conducted under the Coastal Inlets Research Program (CIRP).

The U.S. Section's award winner in 2007 receives a \$1,000 U.S. Savings Bond, an expense-paid trip to the 2007 U.S. Section Annual Meeting, and an individual membership in PIANC USA for 5 years. The U.S. Section winner's paper is forwarded for international competition in 2007.

Mr. Connell has found that as numerical modeling of coastal morphology evolution improves, a mounting constraint in maximizing functionality of the models is gaining insight into the mechanisms that trigger the predicted outcomes. The objective of this study was to target several leading physical forcing processes by conducting numerical model simulations of channel infilling and morphology change at idealized inlets. A series of sensitivity tests were presented to examine and isolate key processes and channel morphology configurations that give rise to desired or adverse channel outcomes. Channel stability and equilibrium cross-sectional area have been found to be important factors in determining the success of an inlet channel-bar system in a given environment.



A numerical model of coastal morphology change was presented with a series of sensitivity tests on an idealized inlet model domain. These tests were able to isolate mechanisms of change under fairly controlled conditions with limited degrees of freedom. The isolation of these processes gives insight into the more complex processes occurring under most field applications. Furthermore, idealized domains that are dimensionally similar to field applications have the potential to provide quantitatively significant findings.



Example Model Results: Depth contours and current vectors after 14-day simulation of the 6-m channel with equilibrium bar case under constant “typical” waves (Height = 1 m, Period = 8-sec, offshore angle relative to shore normal = 30 deg). The oval outlines the region of navigational concern due to channel infilling.

This study shows that there is a clear connection between channels and the adjacent shoals and bars. These morphologic features should be considered and linked in a systematic sense in the development of channel maintenance and operation planning and scheduling. Numerical modeling of channel infilling, migration, and sediment bypassing is becoming more reliable. At least qualitatively, the large-scale, mid-term processes shown in this study appear to be reliable. Future studies with verifiable long-term datasets will increase the capability of these models to accurately predict magnitude of morphological change.

Call for Papers – 2008 DePaepe-Willems Award Contest – PIANC

by Edmond Russo

The De Paepe-Willems Award is given by PIANC for the most outstanding technical paper prepared on an aspect of waterborne transport. Categories include policy, management, design, economics, integration with other transportation modes, technology, safety, public involvement, and the environment. The competition is open to anyone 35 years of age or under.

The U.S. Section’s award winner in 2008 receives a \$1,000 U.S. Savings Bond, an expense-paid trip to the 2008 U.S. Section Annual Meeting,

and an individual membership in the U.S. Section PIANC for 5 years. The U.S. Section winner's paper is forwarded for international competition in 2008. The international winner in 2008 receives a trip to the 2008 Annual General Assembly. The International award winner receives € 5000 and a 5-year individual membership.



Ir. Gustave Willems
1901 - 1982



Ir. Robert De Paepe

Abstract submittal will be open for the 2008 competition starting **January 1, 2007**. The deadline for submitting paper abstracts for the 2008 contest is **April 1, 2007**, with technical paper submittals required by **August 1, 2007**. Please visit the U.S. Section's website for a complete listing of available awards and scholarships (<http://www.pianc.iwr.usace.army.mil/>), and the International PIANC website for information on qualifying for and preparing DePaepe-Willems papers for competition (<http://www.pianc-aipcn.org/>). For more details contact Edmond Russo, Chairman, Publications Committee, PIANC USA, at edmond.j.russo@erdc.usace.army.mil.

Welcome New PIANC Members!

by Jeanene Nieberding, PIANC

PIANC USA would like to introduce and welcome some of our newest members, which are listed below. They have now joined PIANC's world-wide network of professionals in the field of inland and maritime navigation and ports.

Margaret Boshek, RETEC Group, Inc.

Antonio Fantauzzi, Chevron Shipping Company, LLC

Tracey Fidell, Moffatt & Nichol Engineers

Chad Linna, U.S. Army Corps of Engineers

Dennis Webb, U.S. Army Corps of Engineers

Robert Willis, U.S. Army Corps of Engineers

Please continue to encourage your friends and colleagues to join PIANC USA so they can start to receive all the benefits that PIANC has to offer! Refer them to www.pianc.us for a membership application.

Young Professionals Corner

by Jessica McIntyre

Are you an individual member of PIANC or is your company a corporate member? Are you under 40 years of age? If you answered YES to both questions, then you qualify as a Young Professional.

Young Professionals are viewed so instrumental to the future success of PIANC that a permanent commission dedicated to the development of Young Professional related activities was formed this year, termed YPCom (Young Professional Commission). For information on the YPCom and International Young Professional Implementation Group (predecessor of YPCom) visit the Young Professionals page (under About PIANC) of the PIANC website, <http://www.pianc-aipcn.org/>.

As a Young Professional in PIANC you have opportunities within PIANC not offered to the more senior membership.

One, each Working Group is allotted one to two representatives from each country PLUS ONE YOUNG PROFESSIONAL.

Two, the DePaepe Willems Paper Award is offered each year to Young Professionals in PIANC. The U.S. has a competition with its own award (abstracts due in the Spring, papers due in late Summer) with the winning submission being

passed on to the International Competition. As you trial through your projects this fall, keep in mind something may be “paper worthy”. The winning submission gets a monetary prize and a FREE trip to the PIANC Annual meeting.

Three, PIANC USA is looking for YP members to help shape the USYP (U.S. Young Professional Group); interested members should contact Jessica McIntyre, Moffatt & Nichol at jmcintyre@moffattnichol.com or Shana Heisey at shana.a.heisey@usace.army.mil for more information (PIANC USA website is under construction). Please email if you are interested in receiving emails of YP activities (including new working groups) and/or would like to help with the formation of the USYP. Include your area of practice and any particular areas of interest.

Is Your Company a Member?

Many of you may be individual members of PIANC USA, but did you know that PIANC also offers two corporate membership levels? The corporate membership levels offer even more member advantages that will benefit your organization and employees. Corporate membership is open to private companies, government organizations, non-profits, and universities who are interested in port and waterway development and management.

The Small Corporation level (\$400/year) applies to organizations with less than 20 employees who are directly concerned with PIANC matters, and the Large Corporation level (\$800/year) is for those with more than 20 employees interested in PIANC topics. Small Corporate members receive two copies of the PIANC publications, whereas Large Corporate members receive four copies.

In addition, PIANC USA is working to revamp our website and one of the new changes will be to give corporate members more exposure by providing more opportunities to spotlight your organizations, allowing you to speak directly to

your target audience. As a corporate member, your organization will also be listed in the International Membership Directory; thus, connecting you to the international network of like-minded professionals for business development.

Furthermore, as a corporate member of PIANC, you are encouraging your employees to enhance their professional skills and network with other experts in the discipline. PIANC can be an important vehicle through which you and your employees can fine tune your technical and professional skills by receiving the technical reports, participating in working groups, and attending conferences and workshops. We hope that you will take advantage of this unique chance to support the professional development of your employees, as well as to increase your organization's connection with others in your field. Go to www.pianc.us and sign up today!

PIANC USA Corporate Members

American Association of Port Authorities
Applied Technology & Management
Dredging Contractors of America
Fugro West, Inc.
INCA Engineers, Inc.
Kirby Corporation
Maritime International, Inc.
Moffatt & Nichol Engineers
National Ports and Waterways Institute
Naval Facilities Engineering Command
Northwestern University
Odebrecht Construction, Inc.
Port Authority of NY and NJ
Port of Long Beach
Port of Los Angeles
Port of Redwood City
Port of Seattle
Purdue University
Reid Middleton, Inc.
Steinberg & Associates
Taylor Engineering, Inc.
Texas A&M University

U.S. Army Corps of Engineers Division, Great Lakes & Ohio River
U.S. Army Corps of Engineers Division, Mississippi
U.S. Army Corps of Engineers Division, North Atlantic
U.S. Army Corps of Engineers Division, Northwestern
U.S. Army Corps of Engineers Division, Pacific Ocean
U.S. Army Corps of Engineers Division, South Atlantic
U.S. Army Corps of Engineers Division, South Pacific
U.S. Army Corps of Engineers Division, Southwestern
U.S. Army Corps of Engineers, HQ
U.S. Army Corps of Engineers, Institute for Water Resources
University of California
University of Texas, Austin
W.F. Baird & Associates

Become an Instructor for a Live Web Seminar!

PIANC USA is partnering with the Coasts, Oceans, Ports & Rivers Institute (COPRI) to jointly produce technical web seminars that are of mutual interest to our members. These “webinars” are delivered using the web and telephone, are approximately 1 hour in length, and address fairly narrow topics. Instructors present their material from their office by making an audio presentation over the phone while showing PowerPoint slides over the web. These programs are practice-oriented and designed to share information that can be immediately applied on the job.

PIANC is looking for instructors to teach technical courses on waterborne transportation topics that would appeal to our members, especially relating to trends and challenges in port and waterway development and management. Advantages of teaching include prestige, national exposure, monetary compensation, and more!

Contact Kelly Barnes at Kelly.J.Barnes@usace.army.mil or (703) 428-9090 for more information and to request a Web Seminar Proposal Packet. We are looking forward to hearing from you.

Quick Membership Survey – Please Respond!

PIANC USA is dedicated to helping you get the most out of your membership. As we strive to improve our programs and communications, please let us know how we can serve you better. We hope to hear from you!

1. What was your primary reason for joining PIANC?
 - a. Networking
 - b. Member Benefits (technical reports, etc.)
 - c. Annual Events
 - d. Other (please specify)
2. Do you feel you receive enough information from PIANC USA to actively participate in PIANC USA?

Yes
No
3. If you answered NO to the previous question, please circle all that apply.
 - a. Want more information on technical papers.
 - b. Want more peer interaction / networking opportunities.
 - c. Want more information on participating in working groups.
 - d. Unaware of meetings and activities.
 - e. Other (please specify).

Please e-mail your responses to pianc@usace.army.mil or mail them to PIANC, ATTN: Kelly Barnes, 7701 Telegraph Road, Casey Building, Alexandria, VA 22315-3868, USA.

JACK NICHOL AWARD CALL FOR APPLICATIONS 2007

The Recreational Navigation Commission of the International Navigation Association (PIANC) invites marina designers and owners to submit applications for the "2007 Jack Nichol Marina Design Award" for outstanding marina design.

The Jack Nichol Award was established in memory of the late John M. "Jack" Nichol, honorary member of PIANC and well known marina designer. The Award consists of a bronze plaque suitable for display.



The purpose of the Award is to recognize excellence in the design of modern recreational boating facilities around the world. Marina owners and designers may submit an application to be considered for the Jack Nichol Award. Applications should be submitted by December 1, 2006.

The Jack Nichol Award is an annual award. Applications will be judged by the Recreational Navigation Commission and the winner announced at the Annual General Assembly of PIANC in May 2007. The presentation will be made by the chairman of the Recreational Navigation Commission and the winner will be published in the Bulletin and on the PIANC website.

In 2006, the winner of the Jack Nichol Award was the Marina de Portimao (Portugal). The winner was announced at the 31st International Navigational Congress of PIANC in Estoril, Portugal.

The submittal requirements and award criteria can be downloaded from:

<http://www.pianc-aipcn.org/main/awards.html>

Applications should be sent to:



Ing. Elio Ciralli
Secretary of the PIANC-APCN
Recreational Navigation Commission

Viale delle Magnolie, 36
90144 - Palermo, Italy

E-mail: elio.ciralli@cirallistudio.com

WWW.PORTSCONFERENCE.ORG

30 Years of Sharing Ideas...
1977-2007

PORTS™ 2007

March 25-28, 2007

La Costa Resort | San Diego, California USA

THE MOST EXCITING PORTS™ CONFERENCE EVER!

Ports™ 2007 brings professionals from around the globe together with an impressive array of program content covering all aspects of port development during the 9 sessions consisting of more than 140 presentations.

CONFERENCE TOPICS:

- Port Planning
- Environmental Issues and Mitigation
- Waterways & Channels
- Landside Transportation
- Terminals & Specific Facilities
- Specific Technical Topics
- Security
- Life-cycle Management
- Non-traditional Projects

TECHNICAL WORKSHOPS:

- Vessel Berthing & Mooring
- Geotextile Tubes for Dredged Material Dewatering
- Coastal Hazard Analysis & Mapping

EXCEPTIONAL KEYNOTE SPEAKERS:

- **Dr. Jim Wright**, Chief Engineer Naval Facilities Engineering Command
- **Captain Paul E. Wiedenhoeft**, Commander of the Coast Guard Sector Los Angeles/Long Beach
- **Major General Don T. Riley**, Director of Civil Works, U.S. Army Corps of Engineers

VALUABLE NETWORKING FUNCTIONS:

- Golf Tournament
- Icebreaker Reception in Exhibit Hall
- Awards Luncheon
- Gala Banquet on USS Midway

Co-Sponsors



Co-Hosts



Cooperating Organizations



WHO SHOULD ATTEND?

This conference has been developed for all professionals involved in any aspect of port design, development, management or construction including:

- Engineering related to land or water port access.
- Planning, design, rehabilitation, inspection or repair of marine terminals.
- Environmental planning for ports.
- Transportation planning for ports.
- Security for ports and harbors.
- Construction of Port Facilities

EARN UP TO 15 PDHs!!

TECH TOURS AND ROUNDTABLE DISCUSSIONS: Three Technical Tours: San Diego Bay Working Water Front Tour, UCSD Englekirk Center Structural Research Laboratory and the San Diego Bay Harbor Excursion. Two Roundtable Discussions: "Marinas 2020" and "Natural Disasters".

SPONSORSHIP/EXHIBIT OPPORTUNITIES AVAILABLE!

INDUSTRY NEWS

Achieving Navigation Systems Acceptable Risk Levels

by William Harder

The Navigation mission of the Corps of Engineers is “To provide safe, reliable, efficient, effective, and environmentally sustainable waterborne transportation systems for movement of commerce, national security needs, and recreation”. Accomplishing this mission for the Great Lakes and other U.S. major Navigation systems has rapidly become an increasing challenge in a constrained fiscal climate.

To address the challenge, the Great Lakes and Ohio River Division has initiated a pilot program titled “Achieving Navigation Systems Acceptable Risk Levels”. The program establishes the vision, strategy, goals, and objectives to enable the Navigation systems to meet the regional mission underpinning the vital interstate and international economy. Implemented in both the major Navigation systems within the Great Lakes and Ohio River Division, the program depends upon a methodical approach which has a collaborative foundation with Navigation stakeholders. Cornerstone to the program and the most prominent feature is the Navigation System Five Year Development Perspective (FYDP).

The intent of the FYDP is to provide a cohesive major Navigation system outlook for at least 5 years to accomplish several objectives:

- Present cohesive Navigation system development for optimum risk reduction and improved reliability.
- Summarize development sequence for investigations, construction, and maintenance into the Navigation system perspective.
- Emphasize risk & reliability as the technical foundation for optimum investments.

- Centralize key system information and encourage dialogue to promote stakeholders’ involvement.

The FYDP is a communications tool; it is intended as the “window” into the Corps’ regional Navigation program to gel strategy and objectives for achieving system reliability and efficiency. The stakeholders of the nation’s transportation systems inherently have significant vested interests. Our purpose in engaging Navigation stakeholders is to obtain their views and comments on our long term optimum development perspective as to its completeness, accuracy, and priority from their perspective as users and beneficiaries of Corps projects. The FYDP is centerpiece for jointly establishing the strategy for success, integrating the management goals for the systems’ performance, and setting the annual developmental objectives which improve the systems.

This FYDP defines the funding recent history and future optimum long-term funding needs to achieve acceptable reliability and efficiency goals. Long-term optimum funding needs identify the funds necessary to operate and maintain the Navigation system in an efficient and reliable manner consistent with authorized project purposes.

The FYDP includes Performance standards and assessment summaries which are essential to explaining what is expected of the Navigation system and what the current condition is. Performance standards enable the common understanding of the expected performance and provide a foundation on which risk assessment may be applied. For the entire Great Lakes and Ohio River Navigation Systems, Performance Reliability Standards have been established, assigned to each project in the system, and each project site has been assessed to determine the current Level of Performance Reliability. Performance Reliability Standards use ratings “A” through “F” to categorize the highest to lowest reliability levels. Even with the graduated scale applied to all commercial projects, 74 percent of the Ohio River and

Tributaries Navigation System and 33 percent of the Great Lakes Navigation System are currently below the Acceptable Level of Performance Reliability.

The Corps looks forward to improving the Navigation systems' reliability and efficiency, and invites discussions with Navigation stakeholders for Achieving Navigation Systems Acceptable Risk Levels.

William Harder is Navigation Business Manager for the Great Lakes and Ohio River Division, U.S. Army Corps of Engineers. He is responsible for approximately \$600 million combined Navigation fiscal program on the Ohio River and all its tributaries, and on the Great Lakes. William manages the program "Achieving Navigation Systems Acceptable Risk Levels" for improving the reliability and efficiency of inland waterways and deep-draft navigation systems.



Regional Navigation Design Team Meets with Navigation Industry

by John Clarkson

The U.S. Army Corps of Engineers' Regional Navigation Design Team (RNDT) met with representatives of the navigation industry at the National Waterways Conference (NWC) during September 6 and 7, 2006, in Portland, Oregon. According to MG Don T. Riley, who suggested the gathering, it was "an opportunity to dialogue with stakeholders." The RNDT joined the NWC for a reception and dinner and heard LTG Carl A. Strock, Chief of Engineers, talk about "The State of the Corps." They also heard Gary Loew, Programs Integration Division Chief, discuss "Changes in the Corps Program, Now and in the Future." In a separate meeting just for the RNDT members Steve Stockton, Deputy Director of Civil Works, talked about the "HQ Perspective on Navigation Issues"

and Worth Hager, President of the NWC presented the "Industries Perspective on Navigation Issues."



The RNDT listens to Steve Stockton presentation on the "HQ Perspective on Navigation Issues."

The RNDT has several members in PIANC to assure that the best ideas are integrated in the Corps' design. For the next RNDT meeting it is planned to bring in some international participants from PIANC working groups to exchange the best ideas for design, construction and maintenance for inland navigation structures. At this meeting, John Clarkson, Chief Structural Engineer, USACE Huntington District, was selected as Chairman. Many thanks to Worth Hager and Shiv Batra for making this meeting a success!

The RNDT was formed in order to reinvent the design process and incorporate innovations into the Corps' navigation structures. The Team's purpose is to assure that innovative design and construction technologies, applicable to the modernization of the nation's navigation system, are adequately and efficiently evaluated in the interest of achieving modernization at the lowest practical cost. The team was formed to take advantage of combined experience, lessons learned, and knowledge in the navigation area spanning across technical functional areas and Districts. The team has expanded throughout history to address pressing navigation problems facing industry as a whole and has taken on a strategic role for the Navigation Business Line (Navigation Community of Practice).



Steve Stockton addressing the RNDT.

RNDT members include: Andy Harkness, Pittsburgh District; Anjana Chudgar, HQ USACE; Bob Willis, Great Lake and Ohio River Division; Dave Weekly, Navigation Center - Huntington District; Dave Wright, Detroit District; Gordon McClellan, Nashville District; Harry Simpson, Great Lakes and Ohio River Division; Jeff Stamper, St. Louis District; John Clarkson, Huntington District; Larry Dalton, Louisville District; Marsha Mose, St. Paul District; Rick Schipp, Louisville District; Roger Less, Rock Island District; Sandra Knight, ERDC; Shiv Batra, PIANC (INCA Engineers); Vacant, Panama Canal Commission.



John D. Clarkson, P.E., Chief, Structural Section, Huntington District, has worked for the U.S. Army Corps of Engineers for 24 years. Most of his career has been in the design of navigation structures. John is active in PIANC, having served on two working groups.

Regionalization Moves Savannah Harbor Expansion Project Forward

by Rashida Banks

A large, complex, and sometimes controversial study, the Savannah Harbor Expansion has been an

ongoing Savannah District project since authorization in 1999. The \$300 million dollar harbor deepening project will increase the capacity of the Port of Savannah to accommodate deep draft container vessels, with not only the least impact but also adding benefits to the environment.



Savannah Harbor, Georgia.

Working under a conditional authorization, the District is benefiting from additional expertise and resources from the Regional Engineering Center in the Wilmington District and the Regional Planning Center and Deep Draft Navigation Center of Expertise in the Mobile District as a result of regionalization.

“The team has discovered the benefits of tapping into other professionals’ experiences to solve site specific problems on this project” said Alan Garrett, project manager. “Experience on similar projects with similar challenges reduces research and learning curves, resulting in an expedited schedule.”

Both Mobile and Wilmington Districts have recent deep draft navigation project planning and design experience that they have brought to the Expansion Project, according to Garrett. The Wilmington District team even includes members of Charleston District’s engineering staff. “When all this horsepower is combined with the knowledge and project specific experience of the remaining technical professionals in the Savannah District, it makes for a powerful combination” he said.

From Garrett's standpoint, regionalization enables the District to do a better, more thorough job, but he admitted that what ordinarily would have been "the fine details" has sometimes made the transition slower.

Garrett said that regionalization entails a different way of thinking and not just in terms of organizational charts and "P2" (i.e., "budget") codes. It requires the team to take a larger view, coordinating over a much wider area with a larger number of interested parties.

"The days when each district could operate in a vacuum, dredging however it felt was appropriate are gone," Garrett said. "Economic and environmental considerations are now regional in scope as the cumulative impacts of large harbor improvement projects gain the attention of the public. Including all interested stakeholders has become an extremely important and sensitive aspect that is crucial to the project's success."

In this regard, the Corps regionalization process has again proved beneficial. "It saves time and worry when someone else can provide a proven plan for resolving highly sensitive issues" Garrett said. "On the Expansion Project, this helps the Savannah team meet the Congressional intent of the new authorization which required other federal agencies to approve the project plan."

"Todd Boatman, a project manager with the Mobile District, is responsible for writing the study reports for the project. He has worked out of the Savannah District office about 1 week each month since he began working on the project in 2005.

"I'm still trying to get up to speed and trying to do so very quickly," said Boatman.

Because of regionalization, Boatman said that he is getting a lot of cross-training. "It's not a one-way street," said Boatman. "The Savannah District is gaining additional planning resources from Mobile, and I am learning a lot about deep draft

navigation as well. This type of training is going to make us stronger as a Division. We just have to figure out how to make it all work."

One of the complications of the project has been determining and addressing the impacts that deepening the harbor will have on the environment.

Susan Rees, a coastal environmental team leader with the Mobile District, has also been working closely with this aspect of the project since the onset of regionalization.

In addition to her current workload with the Mobile District, Rees oversees the environmental activities of the project such as water quality and marsh succession modeling. She also serves as a member of the deep draft navigation center of expertise team where she oversees technical peer reviews and the study of the Floridan Aquifer.

With the added workload, Rees said that the process has been challenging. "Part of the challenge has been my joining in the middle and learning about the project, while still trying to move forward. We didn't have the luxury of sitting back and learning all about the project before we proceeded," said Rees.

Another challenge has been funding. While the added resources have helped to move the project forward, Hope Moorer, program manager, Navigation Improvement Project, Georgia Ports Authority, said that there is not enough funding available.

"The fiscal year 2005 and 2006 budgets were estimated with less staff working on the project," said Moorer. "Since new expertise was added to the PDT and several of the scopes for the study were finalized, the project moved forward faster, and funds were not budgeted for that. The project was short of funds last year and we are facing the same problem this year."

As the lead federal agency, the Corps is responsible for overseeing the preparation of the General Reevaluation Report (GRR)/Tier II Environmental Impact Statement, which includes an economic analysis and impact evaluation. The Georgia Ports Authority, which is the non-federal sponsor for the project, provides the up-front funding for data collection, analysis, and development of tools. The Corps also works in conjunction with three other cooperating agencies – The U.S. Fish and Wildlife Service, the Environmental Protection Agency, and the National Oceanic and Atmospheric Administration’s National Marine Fisheries Service.

Although the team members are dispersed in different locations throughout the Corps’ South Atlantic Division, Moorer said that technology has made the physical location of the team members a “non-issue.” “The previous unanticipated travel increased costs somewhat, but most of our work now does not require attendance in person,” said Moorer. The team communicates more frequently through video teleconference, email, and telephone.

Although aware of the challenges, Moorer and other members of the Harbor Expansion team can clearly see the benefits that regionalization has had on the project. “Overall, I am very positive about the progress of the project. The Savannah District team has been excellent to work with. There has been a lot of good coordination amongst team members,” said Boatman.



Rashida Banks is a Public Affairs Specialist with the Savannah District. An award-winning author, she writes on a number of topics, and edits the District’s magazine The Castle. She is a graduate of the Defense Information School, and holds a Bachelor’s Degree in Mass Communication from

Savannah State University.

Arkansas River Tonnage Could Set Record High—Drought Hasn’t Cooled Shipments

by P. J. Spaul

With the waterway locked in Level 2 drought, shipments are still hot on the McClellan-Kerr Arkansas River Navigation System, where barring an unexpected turn of events, tonnage is on track to set a new record high by year’s end.

In each of the first 6 months this year, more than 1 million tons of commercial commodities were shipped on the navigation system. In fact, March 2006 was the all-time record high month topping 1.42 million tons, which edged out the previous 1-month record of 1.41 million tons set in August 2004.

The unofficial tally reported by the U.S. Army Corps of Engineers Little Rock and Tulsa Districts shows more than 7.3 million tons moved on the waterway in the first half of this year. The previous unofficial record high year was 2003 when shipments topped 13.1 million tons. Just less than 5.9 million tons moved in the first half of that year.



Commercial navigation tow on the Arkansas River.

Sheila Ellis of Little Rock District who compiles the tonnage figures could not point to any one thing that was driving this year’s increase. “The first couple months of the calendar year had

high tonnage because of ‘catch-up’ after Katrina,” she said. This was evident in the figures for soybeans and other food and farm products.

“The White Bluff (power) Plant in Pool 5 is once again bringing coal in by barge,” Ellis said. She added that a good deal of iron and steel has been moving through Tulsa, as have some shipments of large manufactured equipment. A large amount of rock is being shipped from the Arkansas portion, as well.

“The only other reason I know is that the system’s supporters like Bob Portiss of Tulsa Port of Catoosa really do a great job of promoting the system,” she said. “And with fuel costs continually rising, I guess they have convinced more shippers to convert to barges.”

Of the 12 commodity categories, six are up from the first half of 2005 and six are down. Iron and steel; chemical fertilizer; petroleum products; coal and coke; aggregates; and soybeans are all up. Declines have been noted in other chemicals; minerals and building materials; wheat; food and farm products; manufactured equipment and machinery; and miscellaneous. Obviously, the ups outweigh the downs.

Thus far, the drought has not significantly impaired navigation on the McClellan-Kerr System. The system has been in Drought Level 2 much of the year on a scale of 1 to 4, with 4 being the most severe drought. Corps water managers in Oklahoma and Arkansas have been monitoring lake and river levels very closely all year and have implemented drought actions to conserve water and help limit adverse impacts.

Steve Brewer, Little Rock District’s Arkansas River engineer, said the river would be “too low for navigation” without the system of locks and dams. “Flows this summer are averaging around 7,000 to 8,000 cfs,” Brewer said. “To maintain navigation pools, the system needs to maintain an average flow of about 2,500 cfs to overcome lockages, leakage,

evaporation, and infiltration, as well as provide adequate depths for irrigation.

“The Arkansas River System is performing well during this ongoing drought,” Brewer emphasized. “So far we have had no need to restrict usage.”

The McClellan-Kerr Arkansas River Navigation System provides year-round barge navigation from the Mississippi River in southeast Arkansas, westward to Catoosa, Oklahoma, near Tulsa. The 445-mile system links ports in Arkansas and Oklahoma with the ports of the world.

The system of 18 locks and dams was constructed to provide pools deep enough to allow commercial barge transportation to navigate the river even during very low flows. The locks and dams form a stairway of water, climbing more than 400 ft in elevation from the Mississippi River to the Tulsa Port of Catoosa. This drought has put the system to yet another test, and thus far, the McClellan-Kerr is performing well.

Little Rock District operates the Arkansas portion — 308 miles of channel and 13 locks and dams. Tulsa District operates the Oklahoma portion of the channel and five locks and dams, as well as a system of reservoirs that provide flood reduction and help accommodate navigation. Both districts work together regionally to operate and maintain this great transportation alternative.



P. J. Spaul is a Public Affairs Specialist in Little Rock District, Corps of Engineers. He deployed to New Orleans in September 2005 during dewatering of the flooded city, and provided vital information to storm victims, government officials, and media from around the world. He was previously a reporter and state bureau chief for the Arkansas Democrat in Little Rock.

Planning and Design for Small Craft Harbors in the 21st Century

by Fred Klancnik

As the demand for access to our nation's oceans, lakes, and rivers steadily increases, the design, maintenance, and new construction of harbor infrastructure such as breakwaters, dredging, piers, boat slips, and launch ramps have not kept pace. Public access traditionally provided by older, out-dated marinas and boat launches are being lost to more profitable land uses. This, in turn, is creating a demand for new harbors and waterfront facilities based on the latest planning and design approaches, technology, and boats. Many times blighted and contaminated waterfronts are the only sites available for development. Collaboration is needed among many professions during all phases of design and development, often requiring public/private partnerships to get these projects built.

In the 12 years that have passed since *Manual 50: Report on Planning and Design Guidelines for Small Craft Harbors* (American Society of Civil Engineers) was last revised in 1994, the planning, engineering, and design aspects of marina development have changed significantly. ASCE's Coasts, Oceans, Ports & Rivers Institute (COPRI) formed the Marinas 2020 task committee to update *Manual 50*, and several PIANC members are actively involved in this effort. Jack Cox, The RETEC Group, Inc., is the lead author of *Chapter 2, Entrance Design and Breakwaters*, and Rich Dornhelm, Moffatt-Nichol Engineers, is working on *Chapter 3, Inner Harbor Structures*. Other chapters of the manual will cover *Planning and Environmental Considerations*, and *Economic and Financial Considerations*.

The manual is not in any sense a "standard", nor is it so elementary or so conclusive as to provide a "rule of thumb" for non-engineers. The final report will provide the practicing civil engineer with state-of-the-art guidelines for the planning, design, construction, and financing of small craft harbors.

Marinas 2020 will hold a roundtable discussion at the upcoming Ports 2007 Conference on March 26, 2007, San Diego, California (www.portsconference.org). The purpose of the roundtable is to have an open forum for discussion of the draft of the updated manual. If you are interested in attending the discussion or participating on the Peer Review Committee, please contact Marinas 2020 committee chairman Fred Klancnik at Fred.Klancnik@jir-us.com or 608-251-1177.



Fred Klancnik, President of JJR, is responsible for overall performance of JJR's planning, design, and engineering consulting practice. He is active with numerous professional organizations, and known for presentations at international waterfront

conferences. Fred received a BS Degree in Civil Engineering and an MBA in Finance, both from the University of Wisconsin.

AAPA/Corps Convenes Quality Partnership Initiative Workshop

The American Association of Port Authorities (AAPA) and the Corps of Engineers held a Quality Partnership Initiative workshop in Portland, Oregon, October, 11-12, 2006, pursuant to a Memorandum of Understanding (MOU) between AAPA and the Corps dated March 23, 2004.

The purpose of the MOU is to declare a set of shared partnership principles to guide the Department of the Army (Corps) and the public port authority members of AAPA in developing and maintaining the nation's port and harbor infrastructure. Those Shared Principles are intended to create a high-trust culture between the two organizations so they will work seamlessly, exchange information freely, and spend the public's money wisely.

Shared Principles. The following principles guide the partnership between the Corps and the AAPA:

- Recognize the mutual objectives of our organizations to the facilitation of commerce through the development, operation and maintenance of the nation's port and harbor infrastructure in an environmentally sustainable manner.
- Foster respect for and understanding of the unique public mission(s) and fiduciary responsibilities of our organizations.
- Recognize that our unique partnership relationship, which derives from being cost-sharing partners, does not undermine the responsibility of the Corps to make independent decisions regarding the Federal interest in port and harbor projects.
- Cooperate in developing projects; allocating work between our organizations for the best utilization of assets; resolving disputes early; and finding innovative and mutually beneficial solutions.
- Continuously improve our policies and practices for developing, operating, and maintaining the nation's port and harbor infrastructure.
- Maintain open communication and seamless collaboration, and promote transparency and accountability in executing the provisions of individual project agreements.

Quality Partnership Initiative workshop.

Mr. Kurt Nagel, President and CEO of AAPA, opened the workshop by welcoming the attendees from AAPA and the Corps. His remarks touched on several important points to be addressed during the workshop, including dredging and dredged material planning, contracting for dredging services, environmental regulations and compliance, and over-depth dredging guidance.

Mr. Steven Stockton, Deputy Director of Civil Works, Headquarters, U.S. Army Corps of Engineers, then discussed the highly significant Water Resources Development Act of 2006 (WRDA 2006).

Excerpts from Mr. Nagel's Opening Remarks. "This is the second annual workshop since we initiated the working alliance between AAPA and the Corps in 2004.

In our first workshop we got a good sense of the issues and challenges the Corps and our industry faces. We also made great progress in laying out the needed actions in the various dredging arenas, including planning, financing, technological innovations, dredged material management, legislative agendas, and regulatory compliance. That meeting was successful because we came together in the spirit of camaraderie to learn from and help each other.

In our normal activities as an industry association, AAPA focuses on the Washington, DC, level programmatic big picture as it affects ports. These annual workshops give us an opportunity to stay connected with, and facilitate solutions to, the dredging needs at seaports.

The workshops also give us opportunities to deal with the challenges at the Corps District level where the work of keeping U.S. ports and markets competitive in world trade is actually accomplished.

As you know, we have a number of tough issues to tackle during this meeting, like bridging the differences among federal, state, and local laws, and providing stronger budget justification for federal investment in the projects you manage.

I hope you believe like I do that the Quality Partnership Initiative has been a great success in improving our overall relationship."



Kurt J. Nagle is President of the AAPA. Mr. Nagle joined AAPA in 1985 as Director of Membership Services, was promoted in 1987 to Vice President of Membership Services and Administration, and in 1989 to Senior Vice President. He was named President in

September 1995. Mr. Nagle holds M.S. and B.S. degrees in Economics from George Mason University in Virginia, and he is a former PIANC USA Commissioner.

Excerpts from Mr. Stockton's Remarks Regarding WRDA 2006. "WRDAs provide the vehicle for Congress to make exceptions to policy, and authorize projects that would not be authorized through normal Corps project development process leading to Chief of Engineers reports. And they provide the vehicle for adjusting Corps water program policies such as missions, cost-sharing, and local cooperation. For example, WRDA 1990 established ecosystem restoration as a primary Civil Works mission on par with navigation and flood damage reduction.

Congress has not passed a WRDA since 2000. The House passed a bill in 2003 and again in July 2005. The Senate passed a bill in July 2006. A Conference Committee was appointed by the House and Senate, and conference staff conducted negotiations in the 2 weeks immediately prior to the Congressional election recess. Conference negotiations were suspended when it became obvious that there would not be sufficient time to get a conference report written and enacted before the recess.

The encouraging news is that WRDA bill managers on both sides of the Hill remained optimistic that they can finish the Conference Report and have it ready for enactment when Congress returns for lame-duck session on November 13, 2006."



Steven Stockton currently serves as the Deputy Director of Civil Works, Headquarters, U.S. Army Corps of Engineers, Washington, DC. He is responsible for managing and directing the policy development, programming, planning, design, construction,

emergency response, operation, and maintenance activities of the Army Civil Works Program, a \$5 billion annual program of water and related land resources of the United States. Mr. Stockton has over 36 years of service with the federal government, including 4 years active duty as a Naval Officer.

Jetties Ease Navigation at Rockhold Creek *by Christopher Augsburger*

It may have taken only 9 months to construct, but the new and improved jetties on Rockhold Creek will save communities and businesses in and around Deale, Maryland, countless millions of dollars in future dredging costs and repairs from storm damage. Approximately \$1.8 million in benefits are projected annually over the next 50 years.



Rockhold Creek jetty, Maryland.

The once quiet Rockhold Creek and its adjacent harbors in Herring Bay have become a popular recreational boating center in recent years, serving as home to 18 marinas and more than 2,000 boat slips. The creek and harbors provide boat slips, repair facilities, and other amenities for commercial watermen, charter boats, recreational boaters, and transient vessels. The creek area also contains a broad-based service economy that features restaurants and seafood packing businesses along its shorelines.



COL Peter Mueller, Commander of Baltimore District, discusses the Rockhold Creek jetty project with Representative Steny Hoyer (left) of Maryland's fifth congressional district, and local business owner Stuart Chaney. The August 3, ribbon-cutting ceremony celebrated the cooperation among the community, and local and federal government officials who helped make the project a reality.

Over the years, the increasing cost and need of dredging the valuable channel, plus damages incurred to the unprotected harbor from storm surges and winds, have taken an economic toll on the community. Before the construction of this jetty project, which began in December 2005, the cost of keeping the channel clear approached \$1 million per year. And unlike most channels, the dredging cycle for Rockhold Creek was every 6 years, instead of every 20 years.

Local leaders, such as Representative Steny Hoyer and Anne Arundel, and County Executive Janet Owens, worked closely with members of the community, business owners, and the U.S. Army Corps of Engineers, Baltimore District, to help make this project a reality.

"This project is one of the best examples of partnership I've ever seen," said Owens during an August 3, ribbon-cutting ceremony celebrating the completion of the project. Hoyer, District Commander, COL Peter Mueller, and other local community leaders also attended the ceremony.

"With this amount of commerce and activity on the creek, maintaining a navigable channel is vital to the economic health of the community," said Jim Dash, project manager for the Corps.

The \$4 million project consists of a 1,070-ft-long breakwater and rebuilding an existing jetty adjacent to the federal navigation channel in Herring Bay. The effect of the breakwater reduces the rate of shoaling," said Dash, "which lengthens the dredging cycle and offers boaters unencumbered access to the channel without the need for dredging for the next 20 years." Simultaneously, the jetties provide safe harbor for mariners and boats during storm events by reducing the effects of wind driven wave damage throughout the harbor basin.

"The Corps of Engineers has three missions for our country: National Security, Environmental Restoration, and Economic Development," said Mueller of the project that will positively impact the environment and economy. "Today's ceremony represents the Corps' continuing commitment to fulfilling two of those missions in one project."



Christopher Augsburger has been a public affairs specialist for the U.S. Army Corps of Engineers, Baltimore District, since 2003. Before joining the Corps, he spent 5 years working in radio and television throughout the state of Maryland. He is a

graduate of Towson University.

Texas Ports Association Honors

Corps *Southwest Division Regional Pacesetter, Volume 2, Number 4, August 2006, Reprinted by permission.*

Col. Steven Haustein, accepted an award given by the Texas Ports Association for the recovery efforts done by the Galveston District following Hurricane Rita.

Haustein, Galveston District commander, led the recovery efforts covering 21 counties in southeast Texas. The award was presented during the annual TPA conference July 27, in Beaumont, Texas, by Chris Fisher, President of TPA and Port Director of Beaumont. The award, which recognizes the contributions, states "Col. Steven Haustein and the men and women of Galveston District, USACE, in recognition and appreciation for your dedication and tireless efforts in the aftermath of Hurricane Rita."

More than 80 port and waterway users attended the conference. Also addressing the group were the Mayor of Beaumont, Guy Goodson; state Senator Tommy Williams; Jim Blackburn, an environmental lawyer, and several others.

The 2-day conference was jointly sponsored by the TPA and the Texas Waterway Operators, in conjunction with the Texas Transportation Institute.



Chris Fisher, President, Texas Ports Association, presents the award to Col. Steven Haustein, Galveston District Engineer.

AAPA Applauds Congress for Passing Port Security Bill, But Ports 'Troubled' That Recent Appropriations Don't Match Congressionally Recommended Funding *by Aaron Ellis*

The American Association of Port Authorities (AAPA) on September 30, 2006, highly praised Congress for passing the Security and Accountability for Every (SAFE) Port Act of 2006, the first legislation of its kind to authorize an annual federal funding level to help secure United States ports against terrorism. The bill, H.R. 4954, calls for \$400 million in federal Port Security Grant (PSG) funding for each of the next five years to help increase security in the maritime transportation system.

"In this important new legislation, members of several House and Senate committees took components of the GreenLane Maritime Cargo Security Act (S. 2459), the SAFE Port Act (H.R. 4954), and the Public Transportation Terrorism Prevention Act of 2006 (S. 2791) to develop a bill that enhances port and cargo security at home, strengthens the lone federal program that helps America's ports harden their facilities against

terrorism, and reduces the potential for terrorists or weapons to reach our shores via maritime commerce,” said Kurt Nagle, AAPA’s president and CEO.

Mr. Nagle recognized Representatives Dan Lungren (R-CA) and Jane Harman (D-CA) for introducing and moving their version of the port security legislation through the House. He credited Senators Susan Collins (R-ME; chair, Senate Committee on Homeland Security and Government Affairs) and Patty Murray (D-WA), together with Senators Ted Stevens (R-AK) and Daniel Inouye (D-HI), of the Senate Commerce, Science, and Transportation Committee, as the key drivers for negotiating a similar bill in the Senate.

“By passing the SAFE Port Act, we’re gratified that Congress recognizes it needs to have a greater financial partnership with U.S. ports to pay for critical seaport security measures,” said Mr. Nagle. “Yet, for this upcoming fiscal year, dramatic differences remain between the amount Congress recommended for port security and what it will actually fund.”

Referencing the Department of Homeland Security’s FY 2007 appropriations bill just passed by Congress, Mr. Nagle said only about half of the PSG funding authorized in the SAFE Port Act (\$210 million of the \$400 million) was actually appropriated. He stated that helping secure U.S. public port facilities—which handle 99 percent of the country’s overseas imports and exports—must be made a higher priority within the federal budget.

In an effort to match actual funding with the amount authorized for port security grants in H.R. 4954, Sen. Robert C. Byrd (D-WV) proposed an amendment to the DHS appropriations bill that would have provided an additional \$190 million from unspent FY 2006 funds. Losing by one vote, a House-Senate conference committee decided to drop that amendment from the final bill.

Mr. Nagle said that AAPA and its member ports are “troubled” that Congress decided to appropriate only about half of the money it authorized for port facility security grants for fiscal 2007. He added that port security was considered a top priority by both the Administration and Congress a few months ago during consideration of the Dubai Ports World transaction, but they missed an opportunity to make a real difference on the issue with the DHS appropriations legislation.

“Considering the high cost of implementing port security, including the new Transportation Workers Identification Credential (TWIC) system announced last spring, ports more than ever need a greater federal partnership in their efforts to harden their facilities against terrorism,” stated Mr. Nagle.

Further evidencing the shortfall in port security grant funding, DHS this week announced the recipients of the FY 2006 Port Security Grant program, which will distribute \$168 million to 50 port areas to help pay for security enhancements like landside surveillance, access controls, interoperable communications, and systems to prevent and detect improvised explosive device attacks. AAPA’s President Nagle noted that needs identified in PSG applications this round alone totaled more than \$550 million, and a number of significant security improvement projects at America’s ports received no funding. “To date, due to limited appropriations levels, only about 20 percent of security needs identified in the grant applications have been able to be funded,” he added.

“It’s important that the next annual spending bill provide the full \$400 million for the Port Security Grant program to help ports pay to install TWIC card readers and other terrorism prevention programs at their facilities,” remarked Mr. Nagle. “AAPA will continue to work with members of Congress to achieve this funding level.”



Aaron Ellis provides leadership, research, writing, and technical expertise in communicating the messages of the public port industry to its many audiences. Prior to joining the American Association of Port Authorities as its Communications

Director in December 2004, Aaron served for 13 years (1991-2004) as a PIO and maritime media relations manager for the Port of Portland, Oregon. Aaron holds bachelors and masters degrees in Journalism from the University of Oregon and a Professional Development Certificate in Marketing from Portland State University.

Maryland Governor Ehrlich Announces Business at the Port of Baltimore Sets New Records

by Office of the Governor of Maryland

Governor Robert L. Ehrlich, Jr., on August 28, 2006, announced business at the Helen Delich Bentley Port of Baltimore is setting new records. The latest figures show the total value of cargo moving through the Port in 2005 was the highest in its history. The amount of cargo moving through the public terminals operated by the Maryland Port Administration (MPA) topped 8 million tons for the first time. Overall, the total amount of cargo flowing through the Port is the most in 24 years.

“In its 300th year, the Helen Delich Bentley Port of Baltimore has again demonstrated to us why it is one of the top economic engines in our state,” said Governor Ehrlich. “These latest statistics demonstrate that our recent investments in the Port are producing great dividends, our work force is excellent, and that the Port is moving in the right direction.”

According to figures compiled by the U.S. Census Bureau Foreign Trade Division, total foreign cargo moving through the Port of Baltimore was up 2 percent over 2004, from 31.8 million tons to 32.4 million tons. This marks the highest total in 24 years and only the second time since 1995 that foreign cargo has exceeded 30 million tons. Foreign general cargo increased 6.4 percent, from 8.2 million tons to 8.7 million tons.

Last year, the Port also eclipsed its previous record for dollar value of cargo. Total foreign cargo in 2005 was valued at \$35.8 billion, an increase from \$31.2 billion in 2004. This marked only the second time in the Port’s 300-year history that value had exceeded \$30 billion. Overall, between Port and non-Port business, companies in Maryland last year exported a record high of \$7.1 billion in 2005, up from \$5.7 billion in 2004. While the state exported globally to more than 200 foreign countries, growing export markets for Maryland products include Egypt, Japan, Belgium, the United Kingdom, Mexico, Germany, China, Algeria, and The Netherlands.

“At Governor Ehrlich’s direction, we have doubled our fleet of cranes handling containers, built new warehouses, and set the stage for construction of a new 50-ft berth to handle the larger ships,” said Transportation Secretary Robert L. Flanagan. “We are well positioned to compete in a very competitive maritime marketplace.”

At the MPA public terminals, general cargo jumped from 7.6 million tons in 2004 to 8.1 million tons in 2005. This was the first time that cargo tonnage at the MPA terminals exceeded 8 million tons in a calendar year, and the fourth consecutive record year overall for tonnage. General cargo is handled at six MPA terminals: Dundalk, Seagirt, North Locust Point, South Locust Point, Masonville, and Fairfield.



Port of Baltimore, Maryland.



Port of Baltimore Inner Harbor and World Trade Center.

“Our success continues to revolve around the teamwork approach that makes this Port go,” said MPA Executive Director Brooks Royster. “Our highly skilled and experienced labor force, our excellent rail and highway connections, and our state-of-the-art facilities are all contributing factors. Additionally, our unique location being 180 miles closer to the Midwest than other East Coast ports gives us a real advantage on our competition.”

The Port of Baltimore is currently ranked number one on the East Coast for roll on/roll off cargo, number two for automobile exports, and also number two for imported forest products.

Upcoming Related Conferences

2006

- [**SmartRivers 2006, International Joint Conference on Synergies for an Efficient Waterway System in Europe and the United States*](#), November 5-7, Brussels, Belgium.

- [*SOBENA 2006, National Conference and Exposition. 21st Brazilian Maritime Transportation, Ship Construction, and Offshore Engineering Conference.](#) November 27th - December 1st, 2006, Rio de Janeiro.
- [*Restore America's Estuaries.](#) December 9-13, New Orleans, LA.

2007

- [*Transportation Research Board.](#) 86th Annual Meeting, January 21-25, Washington, DC.
- [*4th International Conference on Remediation of Contaminated Sediments.](#) January 22-25, Savannah, Georgia.
- [*Latin American and Caribbean Executive Management Conference.](#) February 12-14, Miami, Florida.
- [*Inland Waterways Navigation Conference.](#) March 6-9, Cincinnati, Ohio.
- [*AAPA Spring Conference.](#) March 19-20, Washington, DC.
- [*Ports 2007.](#) March 25-28, San Diego, California.
- [*PIANC USA Annual 2007 Meeting.](#) March 27, San Diego, California.
- [*First Hemispheric Conference on Environmental Port Protection.](#) April 13-15, Panama.
- [*PIANC Annual General Assembly.](#) April 17-18, Kochi, India.
- [*The 25th International Association of Ports and Harbors World Ports Congress.](#) April 27 - May 4, Houston, Texas.
- [*Coastal Sediments 2007.](#) May 13-17, New Orleans, Louisiana.
- [*18th World Dredging Congress \(WODCON XVIII\), Western Dredging Association Annual Meeting, and Texas A&M University 39th Annual Dredging Seminar.](#) 27 May - 3 June, 2007, Lake Buena Vista, Florida.

- [*World Canals Conference 2007.](#) June 13-15, Liverpool, England.
- [*Coastal Structures 2007.](#) July 2-4, Venice, Italy.
- [*AAPA Annual Convention.](#) September 30 - October 4, 2007, Norfolk, Virginia.

* PIANC-Related Events

About PIANC

What is PIANC? The International Navigation Association (PIANC) is a worldwide organization of individuals, corporations, and national governments. Founded in 1885 in Brussels, Belgium, it is concerned with maritime ports and inland waterways. The Association promotes contact and advances and disseminates information of a technical, economic, and environmental nature between people worldwide in order to efficiently manage, develop, sustain, and enhance inland, coastal and ocean waterways, ports and harbors, and their infrastructure, in a changing environment.

Where is PIANC? The international headquarters is located in Brussels, Belgium, at facilities provided by the Belgian Government. The headquarters of the United States Section is located in the Washington, DC area, within facilities provided by the U.S. Army Corps of Engineers.

International Interaction. The Annual General Assembly operates through a Council, which directs the working level permanent technical committees, international study commissions, and working groups.

Working Groups. Technical working groups are composed of participants from member countries who have interest in various subjects being studied. The groups gather, analyze, and consolidate state-of-the-art material from each country. The resulting reports are published and sent to each PIANC member. Working group reports and the International Bulletin are sent to each member from Brussels.

Every 4 years an International Congress, open to all members and other registrants, is held for the presentation and discussion of papers on subjects pertaining to waterways and maritime navigation.

PIANC also participates in technical activities with other organizations to study navigation problems and joins with them to present symposia on related subjects.

In the USA. The United States became a member of PIANC by Act of Congress in 1902. The Chairman of the U.S. Section is the Assistant Secretary of the Army (Civil Works). The Director of Civil Works for the U.S. Army Corps of Engineers serves as President. A National Commission of 11 individuals, which represent both private industry and the Federal Government, manages the Section. The U.S. Section has two standing and four technical committees, which promote the flow of information between members and facilitate cooperation with other national organizations. The committees are Membership, Publications, Environment, Inland Navigation, Maritime Navigation, and Ports and Recreation Navigation.

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